

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.Hongkong, 13th August, 1901. [714c]
GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.

85.50 per Cask of 375 lbs. Net ex Factory.
83.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [19]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

KELLY & WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations and two coloured Plates, by Dr. Patrick Manson.....	\$6.50
"HELLESPONT" ON BRIDGE.....	3.00
THE ARROW WAR WITH CHINA, by Chas. Leavesworth.....	2.25
THE EXPANSION OF TRADE IN CHINA, by T. H. Whitehead.....	0.70
THE TRIAD SOCIETY OF HEAVEN AND EARTH ASSOCIATION, by W. Stanton.....	3.50
A JAPANESE MARRIAGE, by Douglas Siden.....	1.25
TRANSACTIONS OF THE KOREA BRANCH OF THE ROYAL ASIATIC SOCIETY, Vol. I.....	3.25
FRIND TOMMY AND OTHER TOPICS, by Joss Chinchinloss.....	1.00
TRADE AND SHIPPING OF SOUTH-EAST ASIA.....	0.80
BOXING, THE MODERN SYSTEM OF GLOVE FIGHTING, by Capt. W. Edge- worth Johnstone.....	\$1.75
MURRAY'S HANDBOOK OF TRAVEL TALK IN ENGLISH, FRENCH, GERMAN AND ITALIAN.....	2.25
ESSAYS AND ESSAY WRITING, by A. W. Ready.....	2.25
MUSCLE, BRAIN, AND DIET, A PLEA FOR SIMPLER FOODS, by E. H. Miles.....	2.25
UNDER THE DRAGON FLAG, Experi- ences in the Sino-Japanese War, by James Allan.....	1.50
THE CHILD, HIS NATURE AND NURTURE, by W. B. Drummond.....	1.00
PEARS' ENCYCLOPEDIA.....	0.70
"WITH STODDART'S TEAM IN AUSTRA- LIA, by Prince Ranjitsinhji.....	1.25

THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

BOTTLED ALES AND BEERS.

IND COOPE & CO. ALE	per 8 doz. Pints	\$15.00	Per doz. \$2.00
BASS LIGHT GRAVITY ALE	" 4 " Quarts	15.00	" 3.75
DO.	" 8 " Pints	17.00	" 2.25
BASS, BOAR'S HEAD	" 8 " "	22.00	" 2.75
TENNENT'S	" 8 " "	17.00	" 2.25
EL CAPITAN, Pilsener	" 4 " Quarts	18.00	" 3.50
DO.	" 6 " Pints	18.00	" 2.25
JUBILEE, DO.	" 4 " Quarts	18.00	" 3.50
DO.	" 6 " Pints	18.00	" 2.25
MUNICH, DO.	" 4 " Quarts	14.50	" 3.75
DO.	" 6 " Pints	14.50	" 2.50
BLATZ, American	" 10 " "	25.00	" 2.50
PACIFIC, DO.	" 10 " "	25.00	" 2.50

H. PRICE & CO.,
12, QUEEN'S ROAD.
[952c]

Hongkong, 17th September, 1901.

Today's
Advertisements.HONGKONG FOOTBALL CLUB.
SIX-A-SIDE COMPETITION.MEMBERS desiring to play and who have
not already given in their names must
notify me before MONDAY next.
F. BROWNE,
Hon. Secretary.
Hongkong, 18th September, 1901. [1027c]

NOTICE.

IN Consequence of the Lamented Death of
the late President of the United States of
America and the general mourning ordered,
the GYMKHANA fixed for Saturday is POST-
PONED until the 28th instant. It is unfor-
tunate that the fixture will clash with the
opening Match of the HONGKONG CRICKET
CLUB but this is unavoidable, inasmuch as the
RACE COURSE will not be available after that
date.C. C. MASTER,
Gymkhana Committee.
Hongkong, 18th September, 1901. [1031c]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.NOTICE TO CONSIGNEES AND
UNDERWATERS.ALL SHANGHAI and NORTHERN Cargo ex
s.s. TRIESTE from TRIESTE and PORTS
of CALL will be forwarded per s.s. L'YEE-
MOON hence to SHANGHAI.
SANDER, WIELER & Co.,
Agents.
Hongkong, 18th September, 1901. [1026c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON."

FROM ANTWERP, LONDON, PORT SAID,
SUZEE AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf, and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.H. A. RITCHIE,
Superintendent.
Hongkong, 18th September, 1901. [101c]Today's
Advertisements.

NOTICE.

WE have appointed MR. W. S. ALLEN
to be MANAGER of our HONGKONG
BRANCH, and to have Charge of our Interests
in the Far East, including the Philippine
Islands.SPERRY FLOUR COMPANY (INCORP.),
SAN FRANCISCO,
CALIFORNIA.

Hongkong, 18th September, 1901. [1030c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.THE ORDINARY MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office on SATUR-
DAY, the 28th instant, at Noon, for the purpose
of receiving the Report of the General Man-
agers, together with a Statement of Accounts to
30th June, 1901.The TRANSFER BOOKS of the Company
will be CLOSED from the 23rd to the 28th
instant, both Days inclusive.DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th September, 1901. [1029c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH
WHISKY.Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen \$15.00

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 18, 1901.

REUTER'S TELEGRAMS.

EUROPE AND THE PROBABLE
POLICY OF PRESIDENT
ROOSEVELT.LONDON, September 14th.
The probable policy of President Roose-
velt is exciting the keenest curiosity, not un-
tinged with apprehension, in Europe. His
presidency is a blow to the party leaders, who
thought they had relegated him to obscurity
by appointing him Vice-President.THE AMERICA CUP RACE
POSTPONED.The race for the America Cup has been
postponed to the 1st of October.PRESIDENT ROOSEVELT'S
POLICY.At an informal meeting of Ministers and
friends held yesterday, President Roosevelt
said that he favoured a more liberal and
more extensive commercial policy of rec-
iprocity, the encouragement of American
owned and built merchant marine, the com-
pletion of the Isthmian Canal, and concilia-
tory methods in connection with the aban-
donment of foreign disputes.

LOCAL AND GENERAL.

MESSRS. HUGHES AND HOUGH are for
the time being occupying a building in Des
Vaux Road next the offices of the P. & O.
Company. Our premier Auctioneer's old build-
ing is having another storey added to it and
we think it would be as well for the P. & O.
to look into the advisability of closing Ice House
Street before someone is killed. After a fatality
the department will no doubt wake up for a
time, and do their utmost to place the blame
on someone else's shoulders.CONTRARY to the general expectation, says
the *China Gazette* of the 13th inst., the special
meeting of the members of the Race Club held
last evening resulted in a majority of votes
being given against the proposition of the
Chairman, Mr. Brodie Clarke, that officers of
the Shanghai Garrison be permitted to enter
and race ponies or horses at the forthcoming
Autumn Meeting without going through the
usual formalities of becoming members of the
Club. "A great" many keen sportsmen bitterly
resent the vote.A VERY ORIGINAL ESSAY on water is
quoted by a contemporary. One or two of the
writer's ideas upon the subject are strikingly
novel. "For instance, he divides all water into
four sub-headings—rain water, soda water, holy
water, and brine. 'Water,' he continues, 'is
used for a good many things. Sailors use
water to go to sea on. Water is a very good
thing to fire at boys with a squirt gun, and to
catch fishes in.' But the strangest of all uses
for water is this: 'Nobody,' he says, 'could
be saved from drowning if there wasn't water
to pull them out of.'WE UNDERSTAND that large orders for
new type have been sent to England by the
local newspapers owing to the constant drain
on the letters A-C-T-I-N-G. Yesterday at the
meeting of the Legislative Council there was
an Acting Director of Public Works, an Acting
Commander of the Forces, an Acting Colonial
Treasurer, an Acting Attorney General, and an
Acting Clerk of Council. To-day the Criminal
Sessions commenced and there was an Acting
Chief Justice, an Acting Attorney General, an
Acting Captain Superintendent of Police, an
Acting Registrar, an Acting Clerk of Court and
an Acting Supreme Court building.A DASTARDLY ATTEMPT to blow up the
British steamship *Mechanician*, engaged in
transporting mules from America to South
Africa, was made last month in the port of
New Orleans. The crew of the ship were
awakened by the noise of a terrific explosion,
and upon investigation being made it was
found that two plates on the water's edge at
the starboard side had been sprung. A con-
siderable amount of water entered the vessel
which was pumped out after hard work, and in
the morning it was ascertained that the damage
was not of a serious nature. The explosion, it
is presumed, was from some sort of bomb, or
torpedo, and a cotton-wrapped wire, 125 feet in
length, has been discovered from which the
mine was suspended. There is no doubt that
the cowardly work was that of sympathisers
with the Boers.A MIRACLE, says a correspondent of the
N. C. Daily News, has been wrought at
Tsingtao within the past few days, thanks to
the new ordinance against creaking wheel-
barrows. From time immemorial the Shan-
tung one-man barrow has been equipped with
a wooden axle, and the result has been a con-
tinuous screech, delightful to the nerveless
Chinese, but distracting to the ordinary fore-
igner, especially when a hundred or more bar-
rows happened to pass his window in the early
morning hours. The new law requires all
barrows within the port limits to adopt iron
axles, which are easily silenced by a little oil.
This follows the analogy of the large, two-man
barrow, which is never permitted to creak, even
by the Chinese. Why they make the distinc-
tion no man knows. The silence on our streets
is now oppressive.WHILE no one will endorse the striking of a
woman, yet with America's greatest crack-
—Gertie Nation—patience ceases to be a virtue,
says the *Box of Curios*, for depending upon
her womanhood for protection she has done
the most provoking and insulting things, so
when she had her face slapped it was generally
admitted she only got what she deserved. It
happened in the smoking car of a railway train
which she had entered and rudely approached
each passenger and grabbed from their mouths
the cigars, cigarettes and pipes they were
smoking. Being a woman, none resented her
actions until she reached a commercial traveller
and when she attempted to do the same thing
he slapped her face. This stopped her insulting
actions and she left the car, and while the
driver expressed his regret at having struck a
woman, the passengers agreed he did right."SPERO" in the *Box of Curios* says:—
Never have Athletics or Gymnastics as pro-
fessed by ladies been so respected or so re-
munerative as professions, one young lady who
goes immediately to a public school at Durban
as a games and gymnastic mistress commanding
a salary of three thousand yen. She is,
however, a gifted damsel, is qualified in the
subjects of physiology, hygiene, sick-nursing,
ambulance and medical gymnastics. She has
obtained the following distinctions—Gold
medal for practical gymnastics, gold medal for
rope climbing (60 feet high) gold medal for
swimming (one mile) and many others. She is
also a good fencer, jumps and vaults nearly her
own height, and is clever at cricket, hockey,
and other outdoor games. The lady is only
twenty-one, and how I wonder she is pretty?
All the English hockey teams' photographs I
have seen were hideous, the players having the
largest, fattest, and thickest feet I have ever
seen my privilege to criticize. Their taste in
hats and boots was positively criminal. Also I
must confess that the few English girls I have
seen 'photographed' in gymnastic dress had
abnormally broad waists and a wide spread ex-
pression of bust, expressive of an early youth
spent on what an Irish lady once described to
me as 'the flat of the stomach!'COTTAM & CO. for SNOWS and BUCK-
INGHAM and HECHTS BOOTS and
SHOES.AS WILL be seen in to-day's advertisements,
entries for the Six-side Competition of the
Hongkong Football Club close before Monday
next and all wishing to enter for the event
should hand in their names to the Hon. Secre-
tary before that date.COLLISION IN HONGKONG
HARBOUR.What might have been a serious ac-
cident occurred yesterday evening. It ap-
pears the Hongkong and Shanghai Bank-
ing Co.'s launch, the *Wayfoong* was return-
ing from Lyceum and approaching the
Queen Victoria wharf, when a steam pin-
nace belonging to the monitor *Monterey* sud-
denly buzzed into view. The *Wayfoong* with
the way she had on struck the pinnace bows on,
on the starboard side, cutting her to the water's
edge. Fortunately no lives were lost and little
damage done to the launch. The pinnace sank
almost immediately. Pending an enquiry, we
make no comment.

AT THE MAGISTRACY.

DISORDERLY.

Sam Godburn, stoker on H.M.S. *Albion*,
was charged with behaving in a disorderly
manner and assaulting the complainant, Leung
Fun. This storm in a tea cup was a common
or garden row in a brothel and, without going
into the sordid details, the defendant was fined
\$2 or seven days on the first charge.

STEALING.

Chan Heung took a piece of cloth under
some shavings and a constable arrested him.
It happened to belong to one Rham Bux, and
Chan was sent to gaol for six weeks' hard
labour.

A SEVERE SENTENCE.

E. O'Sullivan P. S. 27 of the Hongkong
Police Force charged Chey Kow with the un-
lawful possession of a pocket knife valued \$1'00.
Edward O'Sullivan sworn said:—The knife
in court was his property. He missed it about
three weeks ago. The knife was always left
on his chest. (We presume his clothes chest
was meant). The defendant was employed by
his washerman to collect washing.The defendant said:—He found the knife in
a pocket. He did not know who it belonged
to. Mr. Hazeland found the defendant guilty of
larceny and sent him to gaol for fourteen days'
hard labour.

STEALING WATCHES.

C. W. Alexander, engineer at Hung Hom,
charged Wan Yam with stealing two watches
and a chain. The defendant was sent to gaol
for six weeks.

(Before Mr. Kemp.)

At 2.15 this afternoon M. H. Roxas was
brought up on remand charged with attempted
murder. Mr. Hanson, Chief Detective In-
spector, applied for a remand because of the
non-attendance of the most important witness.
A subpoena would be issued as this witness
was very reluctant to attend. His Worship
granted a remand until Wednesday, the 25th
instant, and, if required, to the 2nd of October.

QUARANTINE.

The following notification was published
yesterday in a *Gazette Extraordinary*:—
GOVERNMENT NOTIFICATION.—No. 537.The following Telegram from His Britannic
Majesty's Council at Saigon, is published for
general information:—

TELEGRAM.

"Amoy quarantine withdrawn. Hongkong
reduced to one day's observation. Manila
unchanged."

By Command,

J. H. STEWART-LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 17th September, 1901.

THE PLAGUE.

Number of cases reported (Chinese.....1,556
up till noon of the 17th Other Asiatics.....31
September, 1901..... Europeans.....53
Number of cases reported (Chinese.....0
during the past 24 hours Other Asiatics.....0
Europeans.....0

Total number of cases reported to date 1,640

Number of deaths reported (Chinese.....1,522
up till noon of the 17th Other Asiatics.....12
September, 1901..... Europeans.....35
Number of deaths reported (Chinese.....0
during the past 24 hours Other Asiatics.....0
Europeans.....0

Total number of deaths recorded to date 1,569

Since noon on Saturday last the cases and
deaths are:—Cases Chinese.....0
Other Asiatics.....0
European.....1
Total.....1Deaths Chinese.....0
Other Asiatics.....0
European.....1
Total.....1The plague returns for last week were:—
Cases.....11
Deaths.....11

THE "BENMOHR" TRAGEDY.

Ercole Laura, the Italian sailor, convicted
on the 9th inst. before His Lordship Mr.
Justice Law of causing grievous hurt under
grave and sudden provocation to Mr. R. Jones,
the second officer of the s.s. *Benmohr*, whilst
that vessel was alongside Tanjong Pagar
Wharf on Aug. 31st, was on the 10th inst.
sentenced to the *Singapore Free Press*, sentenced to
eighteen months' imprisonment.COTTAM & CO. LATEST SHAPES in
LINEN COLLARS.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise,
Acting Chief Justice.)

September 18th.

The Criminal Sessions commenced this
morning before Mr. A. G. Wise, Acting Chief
Justice.The following jury were sworn:—Messrs.
Emerson Gibson, A. A. H. Milroy, Horace
Murray Bain, Owen Ellis, G. R. Edwards, W.
Thomson and Shewan, F. de Paula Barros.

LARCENY AND ROBBERY.

Tan Cheung and Chan King were charged
with robbery. H. E. Pollock, K.C., Acting
Attorney General, conducted the prosecution
and opened the case at some length.Wong Ho, the prosecutrix, was first called, she
said:—I live on the second floor of 17 Hollywood
Road. I was in the sitting room on July 10th
with my two daughters. I heard some one knock
at 20.50 a.m. my older daughter answered the
door. She asked who was there; thereupon came.
Stop a leak. There is a leak in the back room.
The door was opened and three men came in.
The prisoners are two of the three that came in.
They walked to the door of the kitchen and
asked where the leak was. I went into my
bedroom and pointed out a leak, when the
second prisoner struck me and knocked me
down and caught me by the throat and held
me down. I struggled and at last got up.
The first prisoner tried to take off my
bangles and took two off my right arm by
force. The second prisoner took a bangle
from my left arm. I was then told to go into
the front room. The second prisoner follow-
ed and opened a drawer in the wash stand.
He took some copper cents and then searched
the room, then told me to go to the second
room. The first prisoner came as well. I was
told to open a chest of drawers. If refused and
he pointed a revolver at me. Being frightened
I opened the drawer. He took out a small
cash box that was inside. He made me open it.
He took possession of two \$5 bills that were
inside, also some jewellery. The first prisoner
seized a gold ring that I was wearing. He
then wanted to gag me with the gag pro-
duced. I begged him not to do so. He said
alright, but if I called out he would shoot me.
He then went away. I saw him again at the
Central Police Station. I picked him out from
a number of others. I also picked out the
second prisoner. I knew both prisoners before
the robbery.Detective Sergt. Munson, sworn said: I
went on the 10th of July to 17, Holly-
wood Road in consequence of a report of rob-
bery. The kitchen was in, disorder, I found
a gag, hat &c. there. I saw marks as of finger
nails on Wong Ho's throat.Sergts. Kerr and Watt gave corroborative
evidence.Mr. Baddeley (Acting Captain Superintendent
of Police) said: The woman Wong Ho picked
out the two prisoners from a line without any
trouble.The Sergt. Interpreter declared: I identify
the documents produced as the statements
made to me by the 1st and 2nd prisoners.
The first prisoner said he only arrived in
Hongkong on the 17th of July and got work as
a coolie and was arrested. He knew nothing
about the matter.The second prisoner said he knew nothing
about it.His Lordship summed up very shortly and
the Jury, without leaving the box, found both
prisoners guilty.

ROBBERY.

The charge against Chau Cheung for robbery
was tried this morning and after a patient hear-
ing, the defendant was found not guilty by the
jury, there being a majority of 6 to 1 in favour
of acquittal.

LARCENY.

Chung Fin was charged with 1st Larceny,
and 2nd, Robbery by arms. Mr. H. E. Pollock,
K.C., conducted the prosecution.After hearing the evidence the prisoner said
he went to a shop and wanted to see some
watches, but found he had not enough money
with him. The master, after he looked at the
watches, said he must buy them. There was
a struggle and the lamp was knocked down
and the place caught fire. The revolver fell
out of his pocket in the struggle. He was at
once arrested.To his Lordship.
I took the revolver to show to a friend and
then went to the shop to buy a watch. There
were no watches found on me, but I was charged
with stealing watches. The inspector sent
down to the shop and got some watches.His Lordship explained to the jury the differ-
ence between the two counts and the jury
found the prisoner guilty (unanimously) on both
charges.He was sentenced to one year's imprison-
ment on the first charge and three on the
second, four years in all.

THE IMPORTATION OF DOGS.

The following regulation was published in a
Gazette Extraordinary issued yesterday:—

REGULATION.

Made by the Governor in Council, respecting
the importation of Dogs from Macao into
the Colony of Hongkong, this 17th
day of September, 1901.No dog brought from Macao will be permitted
to land in this Colony for a period of six months
from this date.Council Chamber, Cecil Clementi,
Hongkong, Acting Clerk of Council.COTTAM & CO. VARIED ASSORT-
MENT OF SILK BRACES for EVEN-
ING WEAR.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 19th September, at 4.15 p.m.

ORDERS OF THE DAY.

1. Appointment of a Member of the Quarterly Inspection Committee *vis à vis* the Honourable F. H. May on leave.
2. Correspondence relative to the temporary bath houses.
3. Correspondence relative to the use of lamps in the Central Market.
4. Present method of dealing with outbreaks of Bubonic Fever (Plague).
5. Appointment of Inspector Farrell as a third class Inspector of Nuisances.
6. Approval of the erection of three public latrines.
7. Approval of compensation being paid for rice destroyed in a Plague-infected house.
8. Correspondence relative to the issue of the certificate of occupation for the houses to be erected on Inland Lot No. 409.
9. Correspondence concerning the erection of a shed for hawkers in front of Marine Lot 116 and Albany Street.

AGENDA.

1. Correspondence relative to the employment of rat catchers.
2. Quarantine Restrictions withdrawn at Singapore against arrival from Hongkong.
3. Letter reporting that Amoy is now free from Plague, and that clean Bills of Health are now being issued.
4. Correspondence relative to Plague at Taian.
5. Letter reporting that Macao is now free from Plague.
6. Mortality Returns from Macao for the weeks ended September 1st and 15th 1901.
7. Mortality Statistics for this Colony for the weeks ended August 31st and September 7th, 1901.
8. Time-washing Return for the fortnight ended September 16th, 1901.

SHEN TUN-HO.

(Written for the "N.C. Daily News.")

Shen Tun-ho, who has so energetically settled the missionary cases in Shansi, is an exceptionally able and promising official. His career has a special interest for foreigners. He was for 17 years the Political Agent of the Chinese Government in the Yangtze Valley under the well-known Viceroy Liu. In 1900 he was degraded, at the impeachment of Kang Yi, as being too dangerous a character, having too many pro-foreigner proclivities and too much influence. It would have been too dangerous to degrade Liu, and the next best thing was to banish his right-hand man. On leaving for the post roads, Shen received over 200 telegrams of sympathy from all parts of the world. According to Chinese custom, he went to the actual place of banishment, served a single day and then returned and retired in Kalgan. When the Boxers became turbulent he warned all missionaries of their peril, and many owe their lives to his timely advice and help. He was spotted as a marked man, and in self-defence fortified his house and armed and drilled 40 men for its defence. Again and again the Boxers attacked, but were repulsed. Then Shen became sufficiently powerful to take the aggressive and he soon cleared the whole Boxer rabble out of the city. The very day he did so, the Tartar General said to Shen: "You take a very different method with the Boxers from that pursued by the Governor Yü Hsien; he has just killed some 33 foreigners." "Well," replied Shen, "if so, take my word for it, a punitive foreign army will visit this place before six months have passed." And his prophecy was correct. When the Court passed to Taiyuan, Shen had to hide, but soon he was as anxiously sought after as before he had been suspected and maligned. The whole officials of the Kalgan district, who grovelled in the dust before the Boxer leaders, asked Shen to come to their rescue. He stipulated that first of all the entire Tartar troops be disbanded and that he be given full supplies and power to raise, drill and command an efficient force of his own. At once all power was placed in his hands and he set to work to pacify the district. On the approach of the Germans and troops of the Allied Forces, Shen went out to meet the Commanders. Some of his men were shot and he himself arrested, but he was soon able to state his case and secure immunity from attack for various cities. He became personally responsible to the Germans for the peace of the district, and refused to hand over the city to their command. Upon his ability became known and he was asked by both Waldersee and Li Hungchang to accept important posts. Not long after, he was commanded to go to Taiyuan, and settle with the Governor how to keep out the foreign troops. As in Kalgan, he went in person to see the Commanders and make arrangements. He visited General Bailoud and gave security for the protection of foreigners in Shansi. He established police posts and organised pacific measures. So long as there was the likelihood of a visit from foreign troops he was able to carry out such measures as he thought best, but now that bughair has passed he finds it difficult to initiate anything progressive. Shen is a man of exceptional ability and possessed of illimitable commonsense—the indispensable qualification of a great statesman, according to Lord Rosebery. Shen received part of his education at Cambridge and speaks English with freedom. His tact and intelligence mark him out as one the Chinese Government cannot afford to pass by. Perhaps the most interesting fact in his career is that before his degradation his name was the third on the list for appointment as Ambassador to Great Britain—an office he would fill with honour.

COTTAM & Co. for SILK SOCKS and PUMPS.

NORTHERN NEWS.

(From Our (Hain) Correspondent.)

TIENTSIN, September 6th.

There are two all absorbing topics under discussion, claims and fly-flaps. Some, more chieftainly disposed persons have contrived to raise quite a tea-cup storm of vituperation out of the occurrence of a stupid case which should never have come into court at all, and certainly should not have been commented upon. The place is so small, and so many nationalities are figuratively and literally rolling over one another in the streets, that any discussion which draws invidious comparisons is to be deprecated, and it is only vulgar-minded, irrepressible persons who revel in settling people by the ears by means of public print.

The Claims Session for Britishers opened here on Monday last, and, as the claims as far as possible are being taken alphabetically, the inquiry has as yet not penetrated the list farther than B, and none of the large commercial claims have as yet come forward. Much interest will attach to the claims of the leading firms such as W. Forbes & Co., Collins, Liddell, Mackenzie, etc., and the Taku Tug and L. Co. The Victoria Hospital claims have all passed with hardly any curtailment, and many private claims, especially where the amount has been small, have been passed almost intact. The inquiry is pretty searching, far more so, perhaps, than the rule laid down would lead one to expect. It is not, for instance, all plain sailing for the man who only claims for lost furniture, an item expressly stipulated in the rules as being a "direct" and legitimate claim. The ideas of the claimant and commissioner may vary very widely as to the intrinsic value of that furniture unless there is documentary evidence to prove it. Such items as pictures, for instance, which are articles of especially fluctuating value, offer temptations to the blue pencil which the Commissioner finds almost irresistible, so that an inventory of household goods may alter in many ways, and generally does so before the ordeal is over. I enclose an English version of the rules, which I believe were published in Shanghai some few months ago, but they may possess more general interest now that the claims are being actually considered.

The French are reported to have left Peking at last, and directly they had been seen safely off the Chinese Officials directed the people to pull down all flags and lanterns and restore the place as far as possible to its normal condition.

Although Peking is nominally handed back to the Chinese, the foreign Ministers are not allowing them to pour in Chinese troops, requests for Gen. Chian, and his men to be encamped within the City being refused by the British Minister at least. Since the Chinese have had the nominal control and policing, however, placards have reappeared. Li Hung-chang is said to be trying to check them, however, fearing ill consequences.

Much satisfaction is felt at the 3rd Bombay Cavalry, 4th Punjab Infantry, a battery and the Pompons all being retained here for the winter, at least their departure was countermanded almost as they were embarking. On paper we are supposed to be numerically the strongest force here, but I think both the Russians and Germans will eventually prove more numerous.

The greatest disgust is felt at the fiasco of Prince Chun's Mission, which will not assist foreign prestige here in any way, and constitutes a distinct Chinese victory. I don't think British sympathy was much with the Kaiser's demand, but having been made it should have been stuck to.

Four naval 12-pounders were left up here after the siege and two have been taken over by the R.W.F. and two by the Tientsin Volunteers and a marine instructor is going to give a month's instruction in their use. A special corps has been founded among the volunteers and practice begins on Monday next, three mornings a week. It has been somewhat difficult to raise the necessary number, as the training season is just beginning, and young Tientsin prefers horse-flesh to scientific gunnery. The rifle practice is flourishing in the hands of a few who are fired with the ambition to hit the men in front of and not behind them at from 200 to 1,200 yards.

PANAMA HATS.

Panama hats, the genuine and the imitation, are all the rage in New York this summer. Against their expensiveness has militated against their popularity, for any one looking for a real Panama hat expected to pay anywhere from twenty to one hundred dollars for it, according to the perfection of the weave. This season, however, (says the New York Times), not only the high class hat-makers, but nearly every hat-store, and even the furnishing-goods houses that carry hats as a side line, have displayed "Panama hats," and at prices as low as three dollars. The reason for this decrease in price, according to the hat dealers, is that the natives who make the material simply weave it as cloth, and this material is sent to New York and made into hats. There are more natives engaged in making it, and the work is done more hurriedly and is not quite so good as in the old days. The manufacturers now make the material into hats of every shape, and suitable for young men as well as old, thus increasing the demand. Even now, however, it is said that a good Panama hat cannot be bought for less than twelve dollars, and the prices range up to twenty-five dollars. The cheaper kinds, selling for eight dollars, six dollars, and as low as three dollars, are known as Porto Rican Panamas. It has been found that the grass from which the hats are made grows in Porto Rico in an inferior form, and the hat-making industry

COTTAM & Co. for EVENING DRESS SHIRTS.

has been taken up in all parts of the island. Some of the hats made are of excellent quality, considering the material, but the greatest business is done in the cheaper kinds, woven from what is known as the "split straw." These split straw hats, while looking like the real Panama at a distance, will be found on close inspection to be smooth, while the real article resembles canvas, so compactly is it woven. Still, dealers say a first-class Porto Rican Panama hat, costing about eight dollars, will wear fully five years, and is economical in the long run, compared with the ordinary straw hat. A real Panama hat, costing from ten to fifteen dollars lasts as many years, according to usage.

A DOMESTIC EXPERIMENT.

I had always had a fancy to tend for myself, so that when my ancient servitors announced her intention of leaving in order once more to court failure in a walk of life which appears to have singular fascination for her, I decided to take my chance alone and untended. Her going was a protracted agony. I was unaware that she had such an enormous wardrobe to pack—certainly I had never seen more than two changes of dress on her withered person. The day originally fixed for her departure passed, and she was still with me. In the afternoon I went out with my fishing-rod to escape the final throes, promising to return in time for the farewell. When I came back the throes were still mightily apparent; the good woman had found it impossible to get ready in time; she must put off her going until the morning. I acquiesced, though not cheerfully, for the one trout which my labours had secured I had presented to a lady who had accepted it, I thought, with less enthusiasm than the gift demanded. I was prepared to cook certain things for myself, but fish was not of their number.

The following morning, after infinite toils, my housekeeper did depart. It was a quaint and imposing spectacle. There were two tin boxes and three nondescript and extremely weighty packages done up with string, to be disposed in a diminutive conveyance chartered from the local "fly-proprietor." These being perilously arranged, and our farewells satisfactorily made, the old lady proceeded to the gate. She was attired mournfully, and wore the shiny black bonnet and the ancient pelisse. By a string she led the decrepid dog whom death seems to have overlooked; I think that dog will linger on until his breed becomes a curiosity, and he himself a pathetic comment on times past. His mistress hauled him to the seat beside her, and, after a last wave of the hand, the wheel shrieked ominously, and the conveyance vanished in a cloud of dust. I turned back with a sigh into the empty cottage.

At first I experienced a sense of freedom which was delightfully exhilarating. I walked from room to room feeling the full and undiluted joys of proprietorship; I made a particular and exhaustive survey of the kitchen, and admired the ranged utensils of which I was soon to make such practical use—not at once, of course, for I had arranged to take a long walk, that day, dining from home—but in the morning, when a new day should smile benediction.

The walk was a great success, but it extended itself unduly; I was lured on from valley to valley by the constant hope of new prospects, of fresh points of view. These I found; I discovered also, as I wearily plodded into the village, that it was close on eleven o'clock. I did not much like the dark windows; after all, I thought, there was something in the trite sentiment of the welcoming light. When, after some difficulty with the key, I entered the sepulchral house, it was to be greeted by a mewling creature which rubbed exasperatingly against my legs. I had forgotten that cats need feeding. I, too, was ridiculously hungry. I lit the lamp, and proceeded to forage. First I fed the dog, then the cat. There was something heroic in that. When their appetites were satisfied, the larder contained only raw meat, bread, butter, milk, and a number of mysterious small packages. The fire was out. At that time of night it was impossible to light it; besides, I was dog-tired. I supped upon bread, bananas, and milk fortified with whisky.

I was awakened in the morning by a tradesman's knock. I let him knock until he was tired and departed. Other tradesmen came; then, too, I treated in the same way. When at last I descended to the kitchen it was close on ten o'clock. I had always prided myself on being able to lay a fire, but old-fashioned grates are curiously constructed; I fell back on sticks soaked in paraffin, which succeeded so well that I trembled for the chimney. To make tea and cook three rashers of bacon occupied three-quarters of an hour; the bacon was hard, the tea smoky. As for the cat, she made me hate her; I knew it was not affection that kept her trailing round my feet. I reviled her unreservedly, but to no purpose. The dog behaved with a dignity worthy of his collier breed; he watched my unusual proceedings with interest, surprise, and, as it seemed, with pity. He asked for nothing. Yet even towards him I felt a certain annoyance, for I could not but regard him in the light of a critic. It was quite obvious that he knew I was making a muddle; he must have been perfectly aware that fried bacon should not smell like candle-ends.

It was the washing-up that put a period to my career as practical housekeeper. The horrors of that experience are on me still; I had not conceived it possible for grease to be so vindictively obdurate, so pervasive, so clinging. When I was through with that it was twelve o'clock, and the day was ruined. I lunched at the inn, and spent the afternoon in drafting advertisements for a housekeeper. Until she is discovered the cottage stands empty, watched over by the local police force. —*Full Mail Gazette*

COTTAM & Co. for the LATEST SHAPES IN SOFT FELT HATS.

Intimations.



SANITARY BOARD OFFICE.
HONGKONG.

THE Services of a EUROPEAN, under 35 years of age of fair education are required, immediately as a TEMPORARY INSPECTOR OF NUISANCES. The Salary including Rent Allowance will be \$100 a month. For further Particulars apply personally to the MEDICAL OFFICER OF HEALTH at the Offices of the Sanitary Board, Beaconsfield Arcade.

By Order, G. A. WOODCOCK,
Secretary.
Hongkong, 18th September, 1901. [1007c]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE,
Liquidator.
Hongkong, 13rd August, 1901. [1007c]

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described:—

OPIMUM. The sole right to import, manufacture and sell Opium, Chandu and Opium Dross in British North Borneo and Labuan. SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms," must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibbs, Livingstone and Co., Hongkong, of the *Malay Mail* at Kuala Lumpur and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Malay States.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.

Sandakan, 8th July, 1901. [1007c]

WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE,
Hongkong, 6th September, 1901. [1007c]

WANTED.

A N EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [1007c]

IMPERIAL BANK OF CHINA.

WANTED.

A N EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year. Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [1007c]

WANTED CIVIL ENGINEER'S ASSISTANT. Accurate Leveler able to measure up piece work and make surveys. Apply by Letter No. 476 Box Hongkong Telegraph, giving Qualifications, Testimonials and Salary required.

WANTED PRACTICAL EUROPEAN OVERSEERS (or GAMERS) none but men who have had Practical Experience in Excavation, and can give good References need apply.

Apply by Letter No. 477 Box Hongkong Telegraph, giving Qualifications, Testimonials and Wages required.

WANTED PRACTICAL TIME-KEEPERS, only those who have had Experience and can give good Testimonials need apply. A knowledge of Chinese would be a Recommendation.

Apply by Letter to No. 478 Box Hongkong Telegraph, giving Qualifications, Testimonials and Salary required.

Hongkong, 17th September, 1901. [1007c]

THE ROBINSON PIANO CO., LIMITED.

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Intimations.



The Surprised Smile

of thorough satisfaction makes its appearance on the face of every one who for the first time tries

RAINIER BEER

The goodness is there and it makes itself evident.

SOLE IMPORTERS:

A. S. WATSON & Co.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 18th September, 1901.

[1028c]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

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755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

KRUSE & CO.,

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CIGAR MERCHANTS

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Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

[1044c]

W. BREWER & Co.

JUST LANDED.

NEW STOCK

INDIAN CIGARS

In Fine Condition.

SIESTAS—KEED CHEROOTS ...	Per 100	\$2.50
BEACONSFIELD No. 1 ...		3.50
MAVOS No. 1 ...		4.00
JAVAS (BARRELS) No. ...		2.25
(500 for \$10.00)		
GOLD MOHUR BOUQUET (in Boxes of 50) ...		4.50
TORPEDES No. 3 ...		2.00

Also the Best and Cheapest Brands of EGYPTIAN CIGARETTES in Air tight Tins. Hongkong, 18th September, 1901. [1044c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters,

Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures

Aerated Waters of best quality at

enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901

[733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

18th October, 1901.

SIEN TING, SURGEON DENTIST, No. 14, DAGULAR STREET, TERMS VERY MODERATE. Consultation free. Hongkong, 17th September, 1901. [1007c]

DENTISTRY, SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central, Hongkong, 3rd January, 1901. [1007c]

DENTISTRY, AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST, 50, QUEEN'S ROAD CENTRAL, Hongkong, 2nd January, 1901. [1007c]

TERMS MODERATE. CONSULTATION FREE.

Hongkong, 2nd January, 1901. [1007c]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCHES & CHRONOGRAPHS, TRADE MARKS, MAXIM, BERNAL, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at moderate rates.

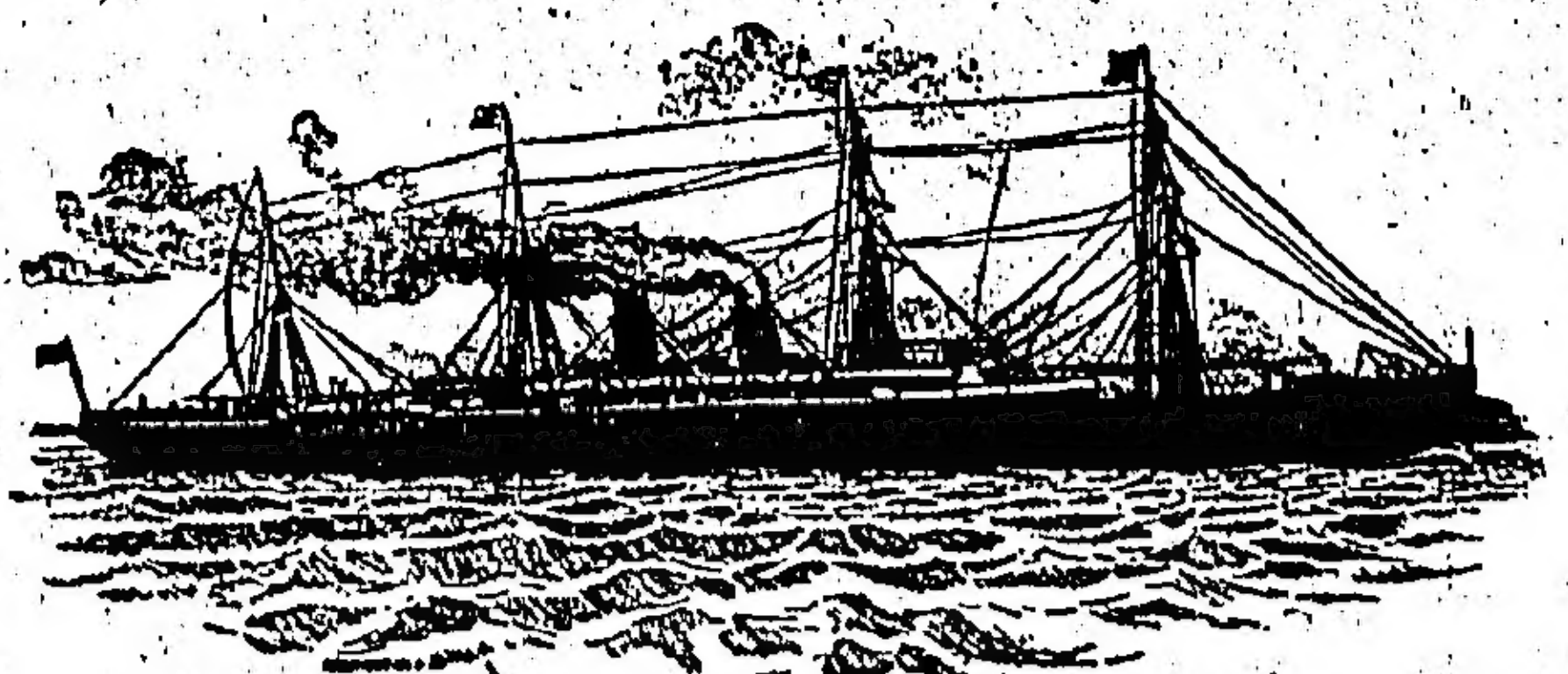
NO. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [1028c]

HONG SING, 8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Pattern in Cloth, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901. [1007c]

Mails.

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PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are conferred and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

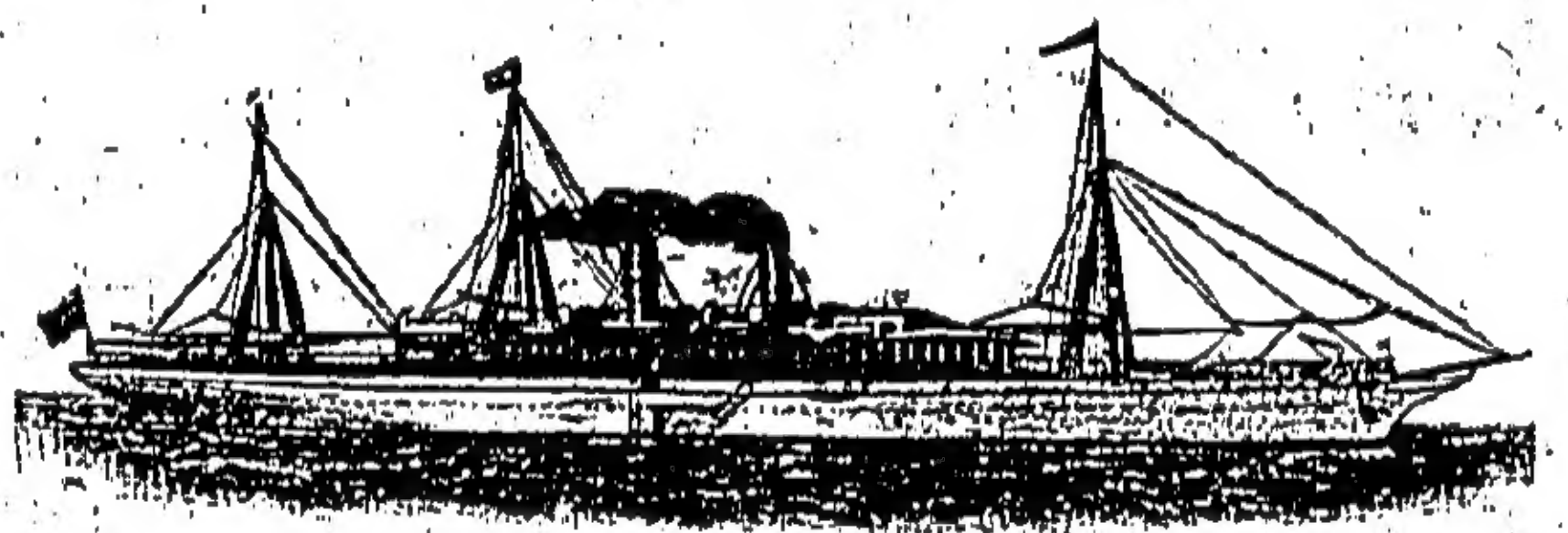
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybis, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to: ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
ANDALUSIA	HAVRE, BREMEN and HAMBURG.	21st Sept.	Freight.
Ehlers	(Calling at SINGAPORE and PENANG.)		
ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
Sachs	(Calling at SINGAPORE and COLOMBO.)		
KOENIGSBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Christianen	(Calling at SINGAPORE and PENANG.)		
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Jacobs	(Calling at SINGAPORE and COLOMBO.)		
SEGOVIA	HAVRE and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG.)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
von Binsar	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 12th September, 1901.

Insurances.

40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable. A guaranteed INCOME FOR LIFE even if you live as long as Methuselah. The ideal Assurance Particulars for the asking. The Equitable Life. "Strongest in the World."

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [995c]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1901. [130]

To be Let.

TO LET.

N.O. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [700c]

TO LET.

GODOWN—No 5A, DUDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RIFON TERRACE. "THE RETREAT" MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

TO LET.

N.O. 3, ORMSBY TERRACE.—KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

TO LET.

NOS. 1 to 8, WILD DELL, WANGHAI ROAD. Apply to SANG KEE, 208, Des Vaux Road Central. Hongkong, 5th September, 1901. [976c]

Intimations.

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS. H. RUTTON JEE, 4, PAULIN Street and 39 & 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901. [74]

T. M. STEVENS & CO. CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO. Beesonsfield Arcade. Hongkong, 2nd September 1901. [999c]

Relieves the scalding pain at once and cures all discharges from the genital organs in either sex in 48 HOURS.

Santal Midy is a specific for Gonorrhea, Cystitis, or Infection, and causes no inconvenience.

Devoid of Imitations. Each tin contains 100 capsules.

8, RUE VITRIE, PARIS.

WATER RETURN.

Level and storage of water in Reservoirs, on the 1st September.

	1900.	1901.
Tytam.....	0' 7" below	8' 6" below
Pokfulam.....	below	8' above
Wong-nai-cheung.....	1' 8" below	2' 4" below

STORAGE GALLONS.

	1900.	1901.
Tytam.....	379,000,000	315,670,000
Pokfulam.....	65,400,000	69,610,000
Wong-nai-cheung.....	28,230,000	9,780,000

Total...473,776,000 395,060,000

Consumption of Water in the City of Victoria and Hill District during the month of August, 1900.

	1900.	1901.
Consumption population.....	132,070,000	119,529,000
Estimated population.....	207,500	213,500

Consumption per head per day..... 20.5 18.5 gallons

Consumption of Water in Kowloon Peninsula during the month of August.

	1900.	1901.
Consumption.....	10,781,000	11,000,000
Estimated population.....	28,400	37,100
Consumption per head per day.....	12.2	9.5

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

EXTRACT FROM THE REPORT OF THE CLAIMS COMMISSION.

(Unofficial Translation.)

Article 6A of the Collective Note stipulates:—Just claims for nations, firms, individuals, also for Chinese who have suffered, in the course of recent events, in person or property, by being in the service of foreigners.

The Representatives of the Powers desired the Ministers of Germany, Belgium, Holland and the United States to formulate an opinion on this subject &c.

The Claims Commission has had a double end in view. Firstly, to ensure a just indemnity to those who have suffered injury, secondly, to prevent the anti-foreign movement of 1900 from being used in any way whatever as a pretext for unlawful gain or profit.

The Commission, having studied the classification of claims which the Ministers of France, Great Britain and Japan put before the Diplomatic Body, and having looked through all the particular cases that were instanced, propose to adopt the following rules:—

1.—Claims for damage can only be put forward where the circumstances are an immediate or direct outcome of the anti-foreign movement which broke out in 1900.

2.—Claims may be classed under three main headings:—

A. Indemnities to nations.

B. Indemnities to firms and individuals.

C. Indemnities to Chinese in foreign employ.

The Commission considers that the under-noted items are an immediate and direct outcome of the events of 1900.

FOR NATIONS.

A. Expenses of war, which include claims for members of legation guards killed or victims of cruel treatment. The Claims Commission has not gone into details of the question.

B.—Legation buildings or consulates destroyed or damaged (taking into consideration any changes that may be necessary) as an immediate and direct outcome of the troubles—including temporary repairs, survey expenses &c. Furniture and all property belonging to governments. Furniture and private property belonging to the staff of legations & consulates.

FOR FIRMS AND INDIVIDUALS:—

A. FIRMS. Buildings and other property destroyed or damaged, belonging to firms in Peking, Tientsin, or elsewhere, including alterations and temporary repairs, survey expenses for verifying (or certifying to) damage &c.

Industrial Enterprises:—Direct loss experienced by industrial undertakings, works commenced, lost, or retarded.

Merchants.—Personal property of merchants, buildings, destroyed or damaged, including alterations and temporary repairs, survey expenses for verifying the damage &c. Furniture. Employees' salaries whose services could not be utilised, (ordinary salaries of employees whose services could not be utilised).

Unavoidable general expenses, unremunerative in consequence of events.

Stock in trade, goods, stores, valuable samples destroyed or deteriorated.

Extraordinary warehouse expenses and transhipment.

Debts admittedly valid which have become irrecoverable, Bank bills lost or become irrecoverable. Cash lost and bills payable on demand. Breakeage of contracts of all kinds, loss experienced in consequence of the non-execution of contracts made for articles of export or import.

Money deposited in telegraph offices or banks. Advances made to Chinese merchants who have become insolvent in consequence of the troubles.

Extraordinary insurance expenses rendered necessary by the troubles. Goods requisitioned by foreign troops for defence work.

For Individuals.—Property destroyed or depreciated, comprising temporary alterations and repairs, survey expenses for estimating the damage.

Breakeage of contracts of all kinds, loss sustained in consequence of the non-execution of contracts.

Articles destroyed or lost in consequence of the troubles.

Articles destroyed or lost in consequence of the troubles.

Articles destroyed or lost in consequence of the troubles.

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STRAITS TRADE RETURNS.

SECOND QUARTER OF 1900.

The Straits Settlements return of imports and exports for the second quarter of this year has been issued. The imports, exclusive of treasure, compare thus with the corresponding quarter of 1900: The 2nd quarter of 1901 \$73,062,585=£7,131,191, and q. of 1900 \$71,176,475=£7,043,504. Increase in dollars \$1,886,110, increase in sterling £87,687. Singapore figures at \$57,781,305, against \$55,838,226 in the 2nd quarter of 1900. Penang shows a decrease of over \$1,100,000. The exports exclusive of treasure, thus stand comparison:—2nd q. of 1901, \$63,440,597=£6,277,977, and q. of 1900, \$61,188,399=£6,055,101. Increase in dollars \$2,252,198. Increase in sterling £222,876. Singapore accounts for \$48,185,088 against \$45,916,293 in the 2nd quarter of 1900. Of this, tin accounts for \$9,391,468, an increase of over \$580,000. Penang comes off with a decrease of about \$76,000. The sterling rate for both quarters is taken at 1/12.

Rent not recovered or paid in advance, and not used in consequence of the troubles.

Money deposited in telegraph offices or banks. Travelling expenses to nearest place of security. Wounds or cruel treatment bringing about the loss of means of family support, incapacity for work, or direct loss of money.

For Chinese in Foreign Employ.—Claims of Chinese who have suffered in person or property by being in foreign employ, including compensation to widows and orphans of Chinese who lost their lives during the troubles through being in foreign employ.

The Commission considers that the under-noted items should not be considered as a Direct and immediate outcome of the events of 1900:—

For Merchants.—Failure to make profits owing to the stoppage of business or disturbed state of trade at Peking, Tientsin, or elsewhere. Bills payable at long usance and with certain risks. Export cargo in the interior, belong to Chinese, en route with transit passes.

Telegrams, cost of insurance, and other ordinary expenses of this kind.

Interest on goods warehoused.

Loss of interest on bank contracts.

Cargo in transit belonging to Chinese.

Additional freight except in cases of contracts prior to the troubles.

Commission to be collected on probable contracts.

Depreciation in the value of fashionable and other similar articles.

Fluctuations in exchange.

Ordinary insurances of cargo sold but not delivered.

Loss occasioned by the stoppage of bank business during the troubles.

Compensation to employees for hardships suffered.

Insolvency of guests at a hotel or loss of custom in general.

Value of land on which houses were destroyed.

Depreciation of land in consequence of the troubles.

Unpaid commercial bills, unless the exact damage sustained can be proved beyond dispute.

Interest on debts.

Money lent to Chinese, except in transactions where the security given was trustworthy.

For Individuals.—Moral and intellectual damage of all kinds. Illness, excepting where it has brought about incapacity to work.

Travelling expenses other than to the nearest place.

Destruction of Chinese property let to foreigners.

For the Chinese.—Chinese capital employed in commercial or industrial undertakings in conjunction with foreign capital.

For a compradore.—The cargo constituting his personal property lost in a godown belonging to a foreigner.

Claims must in every case be addressed to the representative of the power to which the claimant belongs.

Claims of an international character should be addressed to the doyen of the diplomatic body.

Representatives of the Powers, after examining the claims sent in to them, will draw up an approximate estimate of their total amount, and will claim the whole sum, without giving any details, or explanation to the Chinese government.

1.—Claims should be worked out in such a way (as far as possible in conformity with the undermentioned rules) as to place nations, firms, & individuals in the same position they would have been in if the anti-foreign movement of 1900 had not broken out.

Valuations of articles for which claims are made should be equitable and in accordance with the actual cost of replacing them.

Interest on the sum total of claims should not be reckoned at more than 5% in civil, and 7% in commercial matters.

Compound interest will not be allowed.

Interest will only be allowed on actual loss, of which proof is made in accordance with article 7 hereunder. It will be reckoned from the day on which the damage took place.

6.—If firms or individuals have been called upon by the military authorities to provide articles of furniture, property, goods belonging to them, for defensive purposes, the government to whom they are subject, or the officers who have signed the orders or passed the indentures, are directly responsible for their payment, without recourse against China.

Proof of loss must be made to the satisfaction of the foreign representative to whom the claim is addressed, in accordance with the laws and customs of his country.

7.—Proof of the existence, before the troubles, of articles, which are the subject of claims, should be made in every case to the satisfaction of the representative of the power concerned.

In considering claims for loss of personal objects, it is desirable that the mode of living and supposed means of the claimant should serve as a basis of valuation.

The Commission considers that claims should be worked out in Hal-Kwan Taels.

The Commission is of opinion that the above rules should form the basis of valuation for all claims, without distinction.

(Sgd.) A. DE MUUM.

J. T. JONES.

W. W. ROCKHILL.

F. M. KNOBEL.

G. GIRAULT for TABLE DELICACIES.

G. GIRAULT for WINE and SPIRIT MERCHANT.

G. GIRAULT for FRESH GOODS by every MAIL.

G. GIRAULT for FRESH GOODS by every MAIL.

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G. GIRAULT for FRESH GOODS by every MAIL.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"KWEIYANG"	25th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	19th instant.
" "	"CALCHAS"	20th "
" "	"NESTOR"	1st October.
" "	"LAERTES"	9th October.

HOMEWARDS.

FOR LONDON.

"AJAX"	1st Oct., 1901.
"PYRRHUS"	15th "
"CALCHAS"	20th "
"NESTOR"	1st Nov. "
"MACHAON"	26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov. "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. & Co.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG"

of the HAMBURG-AMERICA LINE.
Captain H. Magin, due here with the outward
German Mail about WEDNESDAY, the 18th
instant, will leave for the above Places about
24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th September, 1901. [22]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Carlsle City	about	Sept. 19
Strathgyle	about	Oct. 15

THE Steamship

"CARLSLE CITY,"
will be despatched for SAN DIEGO and SAN
FRANCISCO, VIA MOJO, KOBE, YOKO-
HAMA and HONOLULU, TO-MORROW,
the 19th instant.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further Information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 18th September, 1901. [750c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the
above Ports, on FRIDAY, the 20th instant,
at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 17th September, 1901. [1020c]

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsuni, will be despatched for the
above Port, on WEDNESDAY, the 25th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th September, 1901. [321c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"GLENGYLE,"
Captain T. Darke, will be despatched for the
above Port, on the 28th September, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Agents.
Hongkong, 28th August, 1901. [927c]

SHEWAN TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ANAPA,"
will be despatched for the
above Port on or about 15th October.

For Freight, apply to
SHEWAN TOMES & Co.,
Agents.
Hongkong, 13th September, 1901. [1010c]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"TRIESTE,"
Captain Mitia, will leave for the above places,
TO-MORROW, the 19th instant, at Daylight.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 18th September, 1901. [926c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAICHING,"
Captain Davis, will be despatched for the
above Ports on FRIDAY, the 20th instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 17th September, 1901. [1021c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above
on FRIDAY, the 20th instant, at 5 P.M.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th September, 1901. [1024c]

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"LAOS,"
Captain Riquier, will be despatched for above
ports on or about TUESDAY, the 24th instant.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 17th September, 1901. [1040c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"
Captain Payne, will be despatched as above
on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th September, 1901. [1023c]

SAILING VESSEL.

FOR NEW YORK.
THE 3/4 A. I. American ship

"MANUEL LLAGUNA,"
will load during September and October, sail-
ing about 25th October.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 8th July, 1901. [727c]

Intimations.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
1st Floor.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.

Hongkong, 22nd September, 1901. [40]

A. LING & Co.,
FURNITURE STORE,
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.

FOUCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [643c]

WORTH A GUINEA A BOX.

**BEECHAM'S
PILLS**

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [41]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
Nos. 21 & 23, Queen's Road Central. [23]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crew
of the following Vessel during her stay in
Hongkong Harbour:—

CELESTE BURNILL, British ship, J. J. J. J.
HELEN A. WYMAN, American ship, Vanhook.
—Arnhold, Karberg & Co.

J. F. CHAPMAN, American ship, Chapman.
—Arnhold, Karberg & Co.

L. SCHREFF, American ship, C. S. Kendall.
—Carlows & Co.

Hongkong, 10th September, 1901. [1000c]

Intimations.

BOARD
AND
RESIDENCE.

Mrs. HUBBARD.
166, QUEEN'S ROAD EAST.
Hongkong, 11th September, 1901. [1005c]

NEW VICTORIA HOTEL.
ROTISSERIE.
Meals a la Carte.

CHOPS, STEAKS, etc., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Menu at Moderate Rates.
Madar & Farmer,
Proprietors.

Hongkong, 2nd September 1901. [958c]

JUST RECEIVED.
FIRST SEASON'S CONSIGNMENT
OF
AMERICAN ASPARAGUS & DESSERT
FRUITS, ALL KINDS.

Apply to
G. GIRAULT.
Hongkong, 20th August, 1901. [667c]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAUPE'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR-SCOTCH
WHISKY,
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1901. [737c]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
AND FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED AND RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application. [558c]

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th April, 1901. [737c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUILAR
STREET.

H. RUTTONJEE,
5, D'Aguiar Street.
Hongkong, 27th April, 1901. [34]

OUR CHIEF ADMIRAL AT WORK.

SIR JOHN FISHER IN THE MEDITERRANEAN.
(Daily Mail)

Popular soldiers' portraits adorn the wrappers
of cigarette packets; their names are familiar
to the man in the street, to the child in the
Sunday school, and in popular esteem the
generals vie with the heroes of cricket and
football. How many citizens could say off
hand who is Britain's chief living admiral, or
know the name of the man who will command
her fighting fleet in time of war?

JACKY.

For forty years Vice-Admiral Sir John Fisher,
Commander-in-Chief in the Mediterranean, has
held his tongue. That is a patch of silence
in the life of any public man in these
talking days which is in itself an achieve-
ment. For forty years "Jacky" as he is
called in the Mediterranean, has worked his
brains and will with the relentless and untir-
ing accuracy of a great machine. Owing little
to fortune (he was the son of Captain Fisher of the
78th Highlanders) and everything to himself, he
has risen by dint of sheer brain power, con-
tinuity of purpose, clearheadedness, and con-
spicuous ability to the position he now holds.

It is the greatest position in the British Empire
to which a subject can aspire. Why? Because
he is the chief man in the fighting fleets
"whereas" (as the Articles of War say)
"under the good providence of God the
wealth, peace, and safety of the country doth
chiefly depend."

Sir John Fisher personifies the taciturnity of
the Navy, but nevertheless the force of his
will circulates through the network of veins
and arteries in the body of the Mediterranean
Squadron. The will of the commander is the
true life blood of a fleet which has been
raised by Fisher to a pitch of perfection
that has never yet been reached in a body of
ships built and commanded by mortal men.

In eighteen months Sir John Fisher has raised
the Mediterranean Fleet from an eleven knot
standard with repeated breakdowns to a four-
teen knot standard without breakdowns. At
first he was not popular, but the splendid
efficiency he has evolved has completely won
the respectful and admiring confidence of all
hands. Efficiency extends to every detail.
Perfect harmony exists between the parts of

the machine. Loyalty, not lip service, pervades
all ranks.

DETESTS NOTORIETY.

This still, strong man has a personality at
least as fascinating as that of any popular hero.
His chief foible is detestation of notoriety. He
does not advertise. He never poses, but it is
impossible to be in his company for five min-
utes without perceiving that he is no ordinary
personage. With the simple, almost bluff direct-
ness of the hearty Englishman; thick-set, stand-
ing four-square to the winds of heaven, he in-
spires a sense of confidence. In the plain clothes
he affects on shore he looks like a country
gentleman. There is a general simplicity in
his speech not untinted with humour which
might lead the unwary to suppose that Sir John
Fisher is an innocent and guileless sailorman,
with determination and courage, perhaps, but
in no way exceeding the average of his country-
men in the arts of bending people to his will or
in the possession of unusual intellectual power.

Shrewd observers, however, soon detect the
presence of a strange quality of subtlety in the
man. It is as rare as it is fascinating. In his
speech, countenance, and bearing he is as far
removed from Machiavellianism or Asiatic
craft as it is possible to conceive.

But the quality of imagination, which en-
ables him to penetrate motives, to perceive
with lightning glance the central fact of the
most complicated situation, and swiftly to com-
prehend the combinations of his enemy, is a
faculty with which the fairies have endowed
Sir John Fisher with unstinted hand. He is
also alive with incandescent common sense.

This touch of Oriental subtlety grafted on
the broad strong stem of Anglo-Saxon direct-
ness and resolute will unites in a personality
at least as interesting as that of any living
statesman. It is impossible that Fisher can be
more ignorant of his own commanding abilities
or of the extent to which he towers above
men who are his political superiors than a
beautiful girl is ignorant of her charm, yet
there is no trace of vanity. Nobody ever
saw him display irritation or despair when he
finds that his views are over-ruled by his
political chiefs. Sensitive as a woman to the
traditions of the service, he carries loyalty to
his political chiefs almost to the verge of
quixotism, although he knows that upon him,
and not upon them, depends the wealth, peace,
and safety of the country; that to him, not to
them, will the country look when the storm
breaks.

HIS OPINION ON HUMANE WARFARE.

When "Jacky" is much in earnest he has
been known to quote Scripture, and his citations
from Holy Writ are as apposite as they are
 trenchant and convincing. In manner he is
quiet. Tranquillity surrounds him—especially
in a tight place. Nevertheless, there is
sometimes a gleam in his eye that hints
at fires below. "Jacky" was chosen by
the Government to represent Great Britain
at the Hague Conference. I am informed by
one who was present that nobody produced
a greater effect on the foreign statesmen assem-
bled there. His views on the cruelty of making
war on "humane" or "moderate" principles
were avowed before his international audience
at the Hague with the directness of the British
sailor and with a certain craftiness that would
have enchanted Lord Beaconsfield.

"Heaven help the submarine enemies of
Britain that fall into Fisher's hands. Short
shrift will be their lot. The next naval war
with a Great Power will test the British race, and
if that war breaks out during Fisher's command,
Englishmen may rest assured that there
will be no naval replica of Nicholson's Nek.
He is not merely a strategist of the first rank;
his will is iron and his nerves Harveyised
Krupp steel.

Sir John Fisher can be very pleasant to
ladies. Queen Victoria was greatly attached
to him. It is said that the Queen's favour was
won by the following incident:—When the
French Admiral, Gervais, was visiting Port-
smouth, Fisher was attached to his suite as
representing the Royal Navy. The Queen
sent for Fisher, and said, "Sir John, we have
sent for you especially to ask you to be very
nice to Admiral Gervais, as he was so kind to
us when we were recently at Cinzia."
"Madam," said "Jacky," "I will kiss him if
your Majesty wishes it."

THE ADMIRAL'S DAY.

Sir John Fisher has few amusements, but he
is fond of dancing. He rarely sits down when
he can stand, and he works even harder than
Mr. Gladstone was accustomed to do. At sea
his day is divided as follows:—

5 a.m.—Rises. Writing until 7 a.m.—8 a.m.—
Breakfast with Chief of the Staff, Flag Captain,
Flag Lieutenant, Flag Secretary, and guests,
among whom were usually a couple of "scotties,"
or midshipmen. 9 a.m.—Office work; corre-
spondence or requirements of station. Admiralty
inquiries about buttons or battleships, socks or
smoky powder for the big guns, Ambassadors,
Governors and Consuls. Also writes many
letters requiring answers. Movements of ships,
Egypt, orders, captains of Fleet, and other
matters requiring to be dealt with.

10 a.m. to 1 p.m.—Manœuvres—up one page
of "steam tactics," down the other, the Fleet
is steadily practised in the various ways in
which an enemy is to be met, so that the whole
of the British force may be concentrated on a
portion of the hostile fleet. 1 p.m., luncheon:
2 p.m., more manœuvres; 5 p.m., more writing;
7.30 p.m., dinner; 9 p.m., more writing.

England has many good servants, but no
harder-working or abler man lives in the King's
service than Vice-Admiral Sir John Fisher.

Lord Charles Beresford, who is his devoted
and loyal second in command, declares that
he owed his chance of getting ashore at
Alexandria in 1862 to his present chief, who
was then captain of the *Infatigable*.

If Fisher could catch the writer of this article
something lingering with boiling oil in it would
swallow him. But it is not well that the British
race should be ignorant of one of their greatest
men.

COST OF SEA TRANSPORT.

LESSON FROM THE CHINA WAR.

The recent operations in the Far East and
the despatch of expeditionary forces from the
several European countries have shown Con-
tinental Powers that the transport of troops
across the seas is not only not quite so simple a
matter in actual practice as it may seem to be
on paper, but that it also involves a very con-
siderable expenditure. Russia has been count-
ing the cost and finds that the transport of 1,000
officers and 25,000 men, together with their
necessary equipment and stores, from Odessa to
China, cost, in round figures, 5½ million
roubles, or about £594,000. On an average the
transport of an officer cost 485 roubles (£53) and
of a private 155 roubles (£15). These sums
would have been much higher had not the
authorities been able to requisition the
steamers of the Black Sea Volunteer Fleet
for the carriage of a large fraction of the whole
contingent. For the vessels which had to be
hired to supplement these, much higher
charges had to be paid; so that while the
average cost of transport per head, officers,
non-commissioned officers and rank and file
all included, by the Volunteer Fleet was only
110 roubles (£12 nearly), it amounted in the
case of those carried by private ships to 235
roubles (£25). In the report from which the
above figures are taken, satisfaction is expressed
that Russia was able to transport her contingent
at less expense than Germany could; but at
the same time attention is called to the fact
that, while Germany could obtain all the
vessels she required from the two great Ger-
man steamship lines, Russia was obliged to
hire transports from foreign countries.

Shipping.

Arrivals.

CEYLON, British steamer, 2,637, W. Hayward,
17th Sept.—London 10th Aug., and Singa-
pore 12th Sept., General—P. & O. S. N.
Co.

CARTHAGE, British hospital-ship, 2,893, J. R.
London, R.N.R., 17th Sept.—Calcutta 4th
Sept., Ballast—Royal Indian Marine.

UGANDA, British transport, 3,450, John Black,
17th Sept.—Taku 9th Sept., Government
Stores—Government.

CITY OF CALCUTTA, British steamer, 2,079, W.
Dawson, 18th Sept.—Singapore 12th Sept.,
General—Joo Teck Sing.

TAMBA MARU, Japanese steamer, 3,800, John
W. Wale, 18th Sept.—Moji 14th Sept.,
General—Nippon Yusen Kaisha.

KWEIYANG, British steamer, 1,062, A. W.
Outerbridge, 18th Sept.—Tientsin 2nd
Sept., and Newchwang 11th, General—
Butterfield & Swire.

KYOTO MARU, Japanese steamer, 1,640, Fuziki,
18th Sept.—Kobe 17th Sept.,

THE SHARE MARKET

For Sale.

A SPECIAL SALE
HOLD AT THE ITALIAN

LATEST QUOTATIONS.

of the poor Orphan
t, at 2 P.M., to the 28th

(SEPTEMBER 18th.)

es will be marked on ev
eriores hopes to receiv
re of public patronage.
ITALIAN CON

COMPANIES.	PAID UP VALUE.	LATEST QU
Banks.		
and Shanghai Banking Corpora	\$ 125	\$600 sales and

20 Came Rd
g, 9th September, 1901

FOR SALE.

AL. MODERN BOOK
ing Subjects.
st, apply

"STEAD"

of China and Japan, Limited...	£	5	nominal
of China and Japan, Limited...	£	4	£. 15/
Bank of China, Limited...	£	8	£5.5 buyers
Do. Founders	£	11	\$28 buyers \$5 sellers
Marine Insurances.			
Insurance Society of Canton, Limited...	\$	50	\$40 sellers
Marine Insurance Company, Limited...	\$	25	\$60 sellers
Insurance Company, Limited	£	25	Tael 1924
Insurance Association, Limited	\$	60	\$123
Insurance Office, Limited	\$	50	\$170 sellers
Insurance Company, Limited	\$	20	nominal
Fire Insurances.			
Fire Insurance Company, Limited...	\$	50	\$342 sellers
Insurance Company, Limited	\$	20	\$82 sellers
Shipping.			
Canton, and Macao Steamboat Limited	\$	15	\$344 sellers
Steam Navigation Company,	£	10	\$135 sellers

g, 10th August, 1901.

17TH SEPTEMBER, 1902, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	
					DIRECTION.	FORCE.
Rock	2 p.m.	—	—	—	—	—
	"	30.06	—	—	S	—
	"	30.03	—	—	SE	—
	"	29.99	—	—	E	—
	"	29.99	—	—	SE	—
	1 p.m.	29.67	—	—	N	—
	"	29.66	—	—	N	—
	"	29.66	—	—	N	—
	"	29.62	—	—	NW	—
	"	29.62	—	—	N	—
	"	29.62	—	—	N	—
	3 p.m.	30.04	74	86	NE	—
	"	29.77	85	66	NNW	—
	"	29.81	88	56	NW	—
	"	—	86	—	W	—
	"	29.85	90	41	N	—
	"	29.81	86	—	N	—
	4 p.m.	—	—	34	N	—
	"	29.83	—	—	NNW	—
	"	29.80	81	—	NNW	—
	1 p.m.	—	—	—	—	—
	4 p.m.	29.76	86	71	WSW	—
	3 p.m.	—	—	—	SW	—
	"	—	—	—	SE	—
	"	29.83	81	—	—	—
	"	29.80	88	—	SW	—
	"	—	—	—	SW	—
mes	"	—	—	—	—	—

18TH SEPTEMBER, 1901, A.J.

ack	7 a.m.	—	—	—	—
	10 a.m.	—	—	—	—
	"	—	—	—	—
	"	—	—	—	—
	"	—	—	—	—
	5 a.m.	29.67	—	—	SW
	"	29.69	—	—	N
	"	29.68	—	—	N
	"	29.66	—	—	N
	"	29.71	—	—	N
	"	30.00	—	—	N
	9 a.m.	29.64	72	95	E NE
	"	29.61	81	37	W
	"	29.80	81	67	WSW
	"	—	—	—	—
	"	29.92	81	52	N
	"	29.87	86	36	NNE
ack	10 a.m.	—	—	—	NE
	"	—	—	—	NNW
	"	29.80	—	—	N
	"	29.87	88	—	N
	7 a.m.	—	—	—	—
	10 a.m.	29.84	86	78	WSW
	9 a.m.	—	—	—	SW
	"	—	—	—	SSW
	"	29.91	82	—	S
	"	29.91	88	—	SW
nes	7 a.m.	—	—	—	ESE

18th at 11.25 a.m. The barometer has fallen quickly on the S.E. coast of the Philippines. The small depression, advancing towards N.N. by the Formosa Channel, N.E. gales prevail over the E. coast of the Philippines. Winds in the Formosa Channel. Forecast:—fresh or moderate N.W. wind.

F. G. FIGG,
First Asst.

LONG OBSERVATORY,
Wednesday, 28th September 1901.

PROJECTED SAILINGS.

Port of Call.	Vessels.	Agents.	Date of
Shanghai	Whampoa	Butterfield & Swire	Sept. 21.
Tamsui	Haiching	Douglas, Lapraik & Co	Sept. 20.
Ports of Call.	Rosetta Maru	Nippon Yusen Kaisha.	Sept. 24.
Yokohama	Prinz Heinrich	Norddeutscher Lloyd.	Jan. 22.
Amoy	Anping Maru	Mitsui Bussan Kaisha.	Sept. 25.
Hamburg	Bamberg	Hamburg-Am'ka Linie.	Nov. 2.
Hamburg	Andalusia	Hamburg-Am'ka Linie.	Sept. 21.
Hamburg	Arabia	Hamburg-Am'ka Linie.	October 5.
Hamburg	Königsberg	Hamburg-Am'ka Linie.	Oct. 19.
Yokohama	Ceylon	P. & O. S. N. Co.	Sept. 27.
Yokohama	Inaba Maru	Nippon Yusen Kaisha.	Sept. 27.
Yokohama	Ulysses	Butterfield & Swire	Oct. 15.
Yokohama	Tydeus	Butterfield & Swire	Oct. 1.
Yokohama	Agamemnon	Butterfield & Swire	Oct. 29.
Yokohama	Bombay	P. & O. S. N. Co.	Sept. 21.
Yokohama	Chusan	P. & O. S. N. Co.	Sept. 28.
Yokohama	Loongsang	Jardine, Matheson & Co.	Sept. 20.
Yokohama	Tamaba Maru	Nippon Yusen Kaisha.	Sept. 20.
Yokohama	Indus	Messageries M'times Co.	Sept. 23.
Yokohama	Yawata Maru	Nippon Yusen Kaisha.	Sept. 20.
Yokohama	Kurdistan	Dodwell & Co., Limited.	Nov. 5.
Yokohama	Lennox	Dodwell & Co., Limited.	Nov. 20.
Yokohama	Richmond Castle.	Dodwell & Co., Limited.	Nov. end.
Yokohama	Manuel Lliguano	Shewan, Tomes & Co.	About Oct.
Yokohama	I. F. Chapman	Arnhold, Karberg & Co.	Quick des.
Yokohama	Satsuma	Dodwell & Co., Ltd.	Oct. 20.
Yokohama	Anapa	Shewan, Tomes & Co.	About Oct.
Yokohama	Manglye	McGee & Brod & Co.	About Sept.
Yokohama	Longhills	Dodwell & Co., Limited.	Sept. 25.
Yokohama	Longhills	Jardine, Matheson & Co.	Oct. 15.
Yokohama	Strathclyde	Butterfield & Swire	About Oct.
Yokohama	Carlisle City	Butterfield & Swire.	Sept. 19.
Yokohama	America Maru	Toyo Kisen Kaisha	Nov. 28.
Yokohama	Hongkong Maru	Toyo Kisen Kaisha	Oct. 12.
Yokohama	Nippon Maru	Toyo Kisen Kaisha	Nov. 5.
Yokohama	Gaelic	Pacific Mail S. Co.	Sept. 24.
Yokohama	Bengal	P. & O. S. N. Co.	About Sept.
Yokohama	Laos	Messageries M'times Co.	About Sept.
Yokohama	Tientsin	P. & O. S. N. Co.	About Oct.
Yokohama	Yanang	Jardine, Matheson & Co.	Sept. 24.
Yokohama	Haitan	Douglas, Lapraik & Co.	Sept. 20.
Yokohama	Airlie	G. Livingston & Co.	Oct. 5.
Yokohama	Daigi Maru	Mitsui Bussan Kaisha.	Sept. 21.
Yokohama	Kwaiyang	Butterfield & Swire.	Sept. 25.
Yokohama	Empress of Japan.	Canadian P'fic R. Co.	Sept. 25.
Yokohama	Empress of China	Canadian P'fic R. Co.	Oct. 23.
Yokohama	Empress of India.	Canadian P'fic R. Co.	Nov. 20.
Yokohama	Olympia	Dodwell & Co., Limited.	Oct. 1.
Yokohama	Victoria	Dodwell & Co., Limited.	Oct. 15.
Yokohama	Braemar	Dodwell & Co., Ltd.	Nov. 12.
Yokohama	Queen Adelaide	Dodwell & Co., Limited.	Oct. 8.
Yokohama	Teenkai	Jardine, Matheson & Co.	Quick des.
Yokohama	Trieste	Sander, Wieler & Co.	Sept. 19.

VISITORS AND RESIDENTS AT TH

VISITORS AND RESIDENTS AT THE PEAK HOTEL.	
Macdon, Miss	Lee, Mr. J. E.
Maulton, Mr. J. F.	Martin, Mr. R.
Mattie, Mr. James	May, Mr. A. J.
Monnar, Mr. J. W. C.	McDermott, Mr. A.
Mrawn, R. E., Col. L. F.	McMillian, Mr. & M.
Mwayne, Mr. H. F. R.	Miller, Mr. and Mrs.
Mrusse, Col. G.	Perrott, R. A., Colo.
Muhammad, Col. A. W.	Pitt, Mr. John, R. N.
Muckenroden, Col.	Pollock, Hon. H. E.
Munn, Mr. George H.	Quinstoff, Mr. J. S.
Navies, Mr. W.	Reeves, Mr. G. W.
Nedrick, Mr. and Mrs.	Rumsey, R. N., F.
and children	R. Murray
Orion, Mr. F.	Sawyer, Mrs. A.
Orzekiel, Mr. J. S.	Sinclair, Mr. A.
Orbes, Mr. Andrew	Stokes, Mr. A. G.
Pascor, Mr. and Mrs.	Thomson, Mr. J. S.
H. W.	Wheeler, Mr. W. H.
Graham, Mr. D. M.	Wilgore, Mr. W. T.
Precht, Dr. M.	Wilson, Mrs. W. N.
Hamilton, Major	child
Jameson, Mr. Phillips	Wright, Mr. and
Jeffries, Mr. H. N.	H. Taylor
ORAGIEBURN.	
Belden, Mr. H. A.	Helms, Mr. W.
Bells, Mr. H.	Langlands, A. O.
Brown, Mr. and Mrs.	Capt. and Mrs. P.
H. Matheson	Pye, Mr. E. Burns
Burchard, Mr. C. A.	Scott, Mrs. James
Couch, Mr. J. W.	Sisters, Govt. C.
Edwards, Mr. G. H.	Hospital
Farrow, Capt. J.	Surplice, Mr. and
Grimble, Mr. & Mrs. G.	F. R. C.
Hemeskerk, Mr. J. B.	
KOWLOON HOTEL.	
Connally, Miss K.	Holden, Mr. Geo.
Fernandez, Mr. & Mrs.	Holden Capt. H.
J. B.	Loggin, Mr. and
Grimes, Mr. & Mrs. J.	and child
Hargis, Mr. Ham.	Noble, Prof. A. P.
Hammer, Mr. T. C. B.	Riggs, Mr. V.

and China Gas Company, Limited	2	10	\$140 buyers
--------------------------------	---	----	--------------

.....	\$	25	\$17½ buyers
.....	\$	50	\$55 sellers
.....	\$	25	\$18½ buyers
.....	\$	100	\$27½ buyers
.....	\$	6	\$8 buyers
.....	\$	50	\$50
.....	\$	10	\$20 buyers
.....	\$	1	\$1.10
.....	\$	4	\$10 buyers
.....	\$	5	\$2 sellers
.....	\$	20	\$19½ buyers
.....	\$	5	\$8 buyers
.....	\$	5	\$20 sellers
.....	\$	50	\$50
.....	\$	50	\$50 nominal

BENJAMIN, KELLY

Share Br

Graph Address—"Rialto."

Phone No. 148.

RS EXPECTED

STAMENS EXPORTED.				
NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS
.....	B. str.	J. G. Spence	Singapore	David, S. S. & Co.
.....	B. str.	Wm. Finch	Japan	C. & O. S. & Co.
.....	F. str.	Riquier	Singapore	Messageries Marseilles
.....	B. str.	P. A. Helms	Pore Darwin	Gibb, Lytton & Co.
.....	C. str.	Archibald, R. W.	Vancouver	C. P. R. Co.
.....	Maru	J. W. E. Filmer	San Francisco	P. M. S. S. Co.
.....	A. str.	W. B. Seabury	San Francisco	P. M. S. S. Co.

bold direct the attention of shipping firms to the style in which "Steamers and Sailing Ships" are now published in these columns and in so doing respect the wishes of the shipping firms to give orders to their clerks to furnish this or any other information supplied gratis, with the latest available information every day.

Post Office.

A Mail will close:—
 For Canton—Per *Hankow*, to-morrow, the 19th instant, at 7.30 A.M.
 For Macao—Per *Huangshai*, to-morrow, the 19th instant, at 1.15 P.M.
 For Canton—Per *Porwan*, to-morrow, the 19th instant, at 5 P.M.
 For Canton—Per *Futshan*, to-morrow, the 18th instant, at 5 P.M.
 For Moji—Per *Kyoto Maru*, to-morrow, the 19th instant, at 5 P.M.
 For Singapore, Penang and Colombo—Per *Tamba Maru*, to-morrow, the 19th instant, at 5 P.M.
 For Swatow, Amoy and Foochow—Per *Haitan*, on Friday, the 20th inst., at 9 A.M.
 For Amoy and Tamsui—Per *Haiching*, on Friday, the 20th instant, at 11 A.M.
 For Nagasaki, Kobe and Yokohama—Per *Yawala Maru*, on Friday, the 20th instant, at 11 A.M.
 For Singapore, Surabaya and Samarang—Per *Chelydra*, on Friday, the 20th instant, at NOON.
 For Shanghai, Kobe and Yokohama—Per *Ceylon*, on Friday, the 20th instant, at 2 P.M.
 For Moji—Per *Canton*, on Friday, the 20th instant, at 4 P.M.
 For Manila—Per *Loongang*, on Friday, the 20th instant, at 4 P.M.
 For Singapore—Per *Bombay*, on Saturday, the 21st instant, at 11 A.M.
 For Amoy and Shanghai—Per *Whampoa*, on Saturday, the 21st instant, at 4 P.M.
 For Tientsin—Per *Kwiyang*, on Monday, the 23rd instant, at 4 P.M.
 For Singapore, Penang and Calcutta—Per *Laisang*, on Tuesday, the 24th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Peking*, on Tuesday, the 24th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 25th inst., at 11 A.M.
 For Europe, Ceylon, India, via Taitcin—Per *China*, on Saturday, the 28th inst., at 11 A.M.

EXCHANGE.

Hongkong, 18th September.
 ON LONDON, Telegraphic Transfer, 1/11 3/16
 Bank Bill, on demand, 1/11 1/2
 " 4 months' sight, 1/11 1/2
 " 6 months' sight, 1/11 1/2
 " 12 months' sight, 1/11 1/2
 ON LIVERPOOL, (demand) 1/11 1/2
 ON PARIS, Bank Bill, on demand, 2/4 1/2
 Credits, 4 months' sight, 2/4 1/2
 ON NEW YORK, Bank Bill, on demand, 47
 Credits, 30 days' sight, 47 1/2
 ON BOMBAY, Telegraphic Transfer, 14 1/2
 On demand, 14 1/2
 ON SHANGHAI, Telegraphic Transfer, 73
 Private 30 days' sight, 73
 ON YOKOHAMA, T.T., 51 1/2
 Sovereigns, Bank's Buying Rate, 10/30 3/4
 Gold Leaf 100 touch, per tael, 53 1/2
 Bar Silver, 53 1/2
 Dollars, 53 1/2

OPIUM QUOTATIONS.

Hongkong, 18th September.
 New Path, 59 1/2 per cwt.
 Old Path, 59 1/2 per cwt.
 Old Benares, 59 1/2 per cwt.
 New Malwa, 59 1/2 per cwt.
 Old Malwa, 59 1/2 per cwt.
 Persian, paper, 59 1/2 per cwt.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Futshan, British steamer, 1,325, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Hon-nan, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Pow-an, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Huangshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 383, R. J. MacKenzie, China Merchant Steam Navigation Co.
Canton and West River.
Lunghang, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.
Sun Chow, Chinese steamer, Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie, Kwong Wing Steamship Co.
Cheung Kong, Y. Kun, 58, Kwong Wan S.S. Co.
Kwai Lun, British steamer, Kai Hing & Co. Lih American lorch.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutling, lorch, 150, Reynolds, Hongkong to Canton—Hung Kum Sing.

VESSELS IN PORT.

Steamers.
AMARA, British steamer, 1,566, C. J. Mattock, 15th Sept.—Bangkok and Koh-si-chang 8th Sept. Rice.—Jardine, Matheson & Co.
BAHLSBERG, German steamer, 1,379, A. Rickmann, 7th Sept.—Samarang 29th Aug. Sugar.—Butterfield & Swire.
CANTON, British steamer, 1,110, D. F. F. Lawrence, 13th Sept.—Shanghai 10th Sept. General.—Jardine, Matheson & Co.
CARLEISLE CITY, British steamer, 1,894, A. L. Paterson, 12th Sept.—Vladivostok 6th Sept. General.—Butterfield & Swire.
CHANGHAI, British steamer, 1,453, T. Moore, 12th Sept.—Shanghai 9th Sept. General.—Butterfield & Swire.
CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept.—Moji 1st Sept. Coals.—Order.
CHERAMBA, British steamer, 1,567, R. Cox, 14th Sept.—Calcutta via Penang and Singapore 8th Sept. General.—Jardine, Matheson & Co.
CITY OF PEKING, British steamer, 3,126, J. T. Smith, 16th Sept.—San Francisco 21st Aug. and Shanghai 14th Sept. Mails and General.—P. M. S. S. Co.

DECIMA, German steamer, 794, H. Schlaikier, 14th Sept.—Saigon 10th Sept. Rice.—Siemssen & Co.
ELICANO, American steamer, 301, R. de Alencastre, 3rd Sept.—Manila 1st August, Ballast.—Hendao & Co.
EMPEROR OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 11th Sept.—Vancouver B.C. 20th Aug. and Shanghai 8th Sept. Mails and General.—L. R. Co.
ITALIAN, French steamer, 1,175, Andersen, 17th Sept.—Pukhoi and Hoihow 16th Sept. General.—A. R. Marty.
LIANOL, French steamer, 768, F. Merlees, 17th Sept.—Haiphong and Hoihow 16th Sept. General.—A. R. Marty.
LOMONKUS, British steamer, 4,299, J. Riley, 16th Sept.—Fochow 15th Sept. General.—Butterfield & Swire.
LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Moji 23rd August. Coal.—Jardine, Matheson & Co.
LOONGMOON, German steamer, 1,245, R. Schult, 9th Sept.—Canton 9th Sept. General.—Siemssen & Co.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 17th Sept.—Manila 14th Sept. Ballast.—Jardine, Matheson & Co.
RAJAH, German steamer, 1,189, A. Ahlborn, 14th Sept.—Bangkok 3rd Sept. and Koh-si-chang 7th, Rice.—Butterfield & Swire.
SATSUMA, British steamer, 4,100, McIntosh, 3rd Sept.—New York 17th June and Manila 31st Aug. General.—Dodwell & Co., Ltd.
TAISHAN, British steamer, 1,122, E. Stovell, 16th Sept.—Bangkok 9th Sept. Rice.—Bradley & Co.
TETARTOS, German steamer, 1,518, Bruhn, 12th Sept.—Java 4th Sept. Sugar.—Siemssen & Co.
TORDENSKJOLD, Norwegian steamer, 738, A. Hansen, 17th Sept.—Manila 14th Sept. Ballast.—Sander, Wieler & Co.
TRISTE, Austrian steamer, 3,293, A. Mitis, 16th Sept.—Trieste 20th July and Singapore 11th Sept. General.—Sander, Wieler & Co.
TRIGONIA, British steamer, 1,609, Powell, 20th Aug.—Shanghai 10th Aug. Kerosine.—Arnold, Karberg & Co.
VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July. General.—Dodwell & Co., Ltd.
YAWATA MARU, Japanese steamer, 2,366, A. E. Moses, 17th Sept.—Melbourne 21st Aug. and Manila 15th Sept. General.—Nippon Yusen Kaisha.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila 9th May, Ballast.—Order.
GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.
HELEN H. WYMAN, American ship, 1,664, D. A. Vanhous, 10th Sept.—Chefoo 28th Aug. Ballast.—Arnold, Karberg & Co.
I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July. General.—Arnold, Karberg & Co.
LAUNBERG, American bark 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.

L. SCHEFF, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlew & Co.

MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine.—Standard Oil Co.
SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Siemssen & Co.
VALE OF DOON, British bark, 672, Peterson, 31st Aug.—from Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 18th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Eskine, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Lenke, Wuhu.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Boucherby Wrey, Bart., Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tiltard, Shanghai.
Edith, 1st-class cruiser, 3,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,200 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Esk, 3rd-class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beatty Pownall, Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davis, Hongkong.
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. C. Curzon, Howe, C.B., C.M.G., A.D.C., Wei-hai-wei.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Orla, torpedo-boat destroyer, 350 tons, 6 guns, 6,800 i.h.p., Lieut. and Com. C. P. Massel, Taku.
Pharos, sloop, 1,000 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pilgrimage, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.
Pique, twin screw, 2nd-class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st-class gunboat, 455 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M. Cowper, Shanghai.
Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris, Smyth, Hongkong.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosaria, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.
Tawar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterlily, surveying-ship, 620 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.
Wicoma, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 3 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kinkiang.
Woodlark, river-gunboat, 150 tons, 3 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,000 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Runst, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolsky, at Tientsin.
Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoi, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidar, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatzki, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Korietz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yonish, at Nagasaki.
Nayevskii, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Olivany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copnassoff, at Shanghai.
Petrovich, Russian battleship, 12,000 tons, 12 guns, 13,000 h.p., Capt. Greval, at Nagasaki.
Polkatski, Russian battleship, 10,960 tons, 11,235 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojloff, at Nagasaki.
Rodnyk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,500 i.h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisiri Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.
Stoukoff, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suvalborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Voitok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vrsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulic, at Taku.
Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuril, at Nagasaki.

(1st and 2nd class).
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantichki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasanka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Potomskii, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shat, Russian torpedo boat, 150 tons, Captain Sinitinov, at Shanghai.

Stephona, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotchi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sem, Russian torpedo boat, 400, Capt. A. Glens, at Shanghai.
Sierkuta, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sirius, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).
Buzge, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 * *Fürst Bismarck*, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geyer, German cruiser, 4,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wootung.
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Wootung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Iliss, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stahmer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Giliich, at Amoy.
 * * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtdorf, at Wootung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Diachhardt, at Shanghai.
Schwale, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstidt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Wardri, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. E. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoffmeier, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Füllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. G. Gierh, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * * Flagship of Rear-Admiral Gessler.
 * * * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Bathme, at Taku.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Delfevie, at Shanghai.
Chassaloup Laubi, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
Comau, gunboat, 600 tons, Capt. Lohel, at Canton.
Declaire, gunboat, 690 tons, Capt. Maresbette.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 35 guns 631 i.h.p., Captain Saulne, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, gunboat, 693 tons, Capt. Adam, at Japan.
Guichen, 1st-class cruiser, 5,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kerfaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 600 tons, 8 guns, 576 h.p., Capt. Font, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 35 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Sisyr, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Momet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.
Vigier, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courrejollies.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Force, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. R. Moore, at Taku.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isle de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6